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Press Release
Brussels, 18 December 2012

CER and UNIFE welcome TRAN and ITRE vote on TEN-T and CEF

Today, the European Parliament Committee on Transport and Tourism (TRAN) voted on the European Commission proposal on the revision on the Trans-European Transport Network (TEN-T) Guidelines and the related financial instrument, the Connecting Europe Facility (CEF). Community of European Railway and Infrastructure Companies (CER) and the Association of the European Rail Industry (UNIFE) share the view of the TRAN Committee to not reduce the CEF budget for transport infrastructure, as such investments are the basis for economic growth and employment in Europe. CER and UNIFE therefore welcome the vote for a new transport policy, focussing on real EU added value. However, they regret the reduction of the co-financing rate for on-board equipment for ERTMS.

While the TEN-T and CEF proposals aim to bring added value by focusing on the construction of missing links and border crossing projects, these benefits can only be fully realized if CEF receives an adequate budget. CER and UNIFE therefore welcome the commitment of the TRAN Committee to support the proposed CEF budget of EUR 31.7 billion for transport infrastructure. These investments will create economic growth and employment in Europe.

CER and UNIFE are grateful that the Parliament's TRAN Committee, under the guidance of rapporteurs MEP Ismail Ertug (S&D, DE) and MEP Georgios Koumoutsakos (EPP, EL), adopted many important amendments to the Commission proposal on TEN-T which were necessary for fine-tuning the technical requirements and harmonized standards for rail. In addition, CER and UNIFE share the view of the European Commission and the TRAN Committee that for conventional freight trains, the axle load should be extended to a maximum of 22.5 tonnes, and the train length to 750 meters on upgraded and new TEN-T lines. These are the real enablers needed to achieve the ambitious modal shift targets for the railways in Europe.

CER and UNIFE strongly welcome the reinforced integration of climate objectives for a sustainable single European transport area. Rail, as the most environmentally friendly transport system, is dedicated to contributing to the EU's long-term climate change objectives. In this respect, CER and UNIFE support the Commission's and TRAN Committee's view of a full electrification of railway lines on the TEN-T core network by 2030 and on the TEN-T comprehensive network by 2050. This is a necessary condition for meeting the decarbonisation targets of the Transport White Paper.

Furthermore, CER and UNIFE welcome the support of the 20% co-financing rate for reducing rail freight noise by retrofitting of existing rolling stock. This is needed in order to meet EU objectives on curbing noise emissions from freight, as the rail sector will be facing huge costs to retrofit freight wagons before the end of their natural lifespans: Switzerland has passed legislation that will ban the circulation of non-retro-fitted waggons in Switzerland by 2020, and a number of member states are



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planning to introduce noise-differentiated track access charges in the near future.

However, CER and UNIFE regret the reduction of the EU financing rate for on-board equipment to 40% of the eligible cost for ERTMS. As the full benefits of ERTMS are realised only when a significant number of neighbouring countries have made the necessary investments to upgrade their network, EU funding is pivotal in increasing the pace of ERTMS deployment along the European railway network. This is why the current amount of EU financial aid should not be reduced.

Moreover, CER and UNIFE regret the omission of the European Commission and the TRAN Committee of fully aligning the deployment plan for ERTMS on the TEN-T network to Chapter 7 of the CCS TSI (Control Command System). The lack of such a reference risks creating legal uncertainty between the future TEN-T Regulation and the European Deployment Plan for ERTMS (C(2009)5607 final, amending Decision 2006/679/EC) and might result in uncoordinated investments causing a patchwork of trackside ERTMS installations.

CER Executive Director Libor Lochman said: *"We welcome today's vote of the TRAN Committee. The TEN-T programme is needed to achieve the ambitious modal shift and climate change targets set out in the Transport White Paper. It is also essential to set the right standards for the future, with clear objectives and deadlines, and to focus on the interoperability of the rail network to the benefits of all - the customers, the stakeholders and the environment in Europe."*

UNIFE Director General Philippe Citroën declared: *"The European Parliament made a number of significant improvements to the Commission's proposal, focussing on the actual implementation of the programme. However, the interoperability issue should not be underestimated. Therefore we call on the European Institutions to secure an adequate level of financing for investments in ERTMS".*

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The Community of European Railway and Infrastructure Companies (CER) brings together 80 European railway undertakings and infrastructure companies. CER represents the interests of its members towards the European institutions as well as other policy makers and transport actors. CER's main focus is promoting the strengthening of rail as essential to the creation of a sustainable transport system which is efficient, effective and environmentally sound. For more information, see www.cer.be

UNIFE represents the European Rail Industry in Brussels since 1992. The Association gathers more than 80 of Europe's leading large and medium-sized rail supply companies active in the design, manufacture, maintenance and refurbishment of rail transport systems, subsystems and related equipment. A further one thousand suppliers of railway equipment partake in UNIFE activities through 16 national rail industry associations. UNIFE members have an 80% market share in Europe and supply more than 50% of the worldwide production of rail equipment and services. For more information, see www.unife.org



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